

REMARKS

Applicants respectfully request reconsideration of the present application in view of the foregoing amendments and in view of the reasons that follow. After amending the claims as set forth above, claims 15-40 are now pending in this application.

Applicants wish to thank the Examiner for the careful consideration given to the claims as well as indicating that claim 19 contains allowable subject matter.

Rejection based on Bolsworth

Claims 29-40 are rejected under 35 U.S.C. 102(b) as allegedly being anticipated by U.S. Patent No. 5,588,707 (“Bolsworth”). For at least the following reasons, this rejection is traversed.

Independent claim 29 (as amended) recites, among other things, a vehicle seat comprising: a backrest; a seat part configured to be selectively coupled to the vehicle floor and configured to abut an end of the backrest in a use position, wherein the backrest is configured to recline with respect to the seat part in a rearward direction, away from the seat part, and wherein the backrest is further configured to rotate in a frontward direction, toward the seat part; a transmission link coupled to the seat part and backrest; and a hinge mechanism coupled to the seat part and the transmission link, and configured to enable the seat part to at least partially pivot about the hinge mechanism. The hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism. The seat part comprises a first recess and a second recess that are each configured to selectively receive a protrusion from the vehicle floor.

Bolsworth does not teach or suggest the combination of features of claim 29. For example, Bolsworth does not teach or suggest a seat part comprising a first recess and a second recess that are each configured to selectively receive a protrusion from the vehicle floor. The PTO considers the upper portion 12 of Bolsworth to be the protrusion of claim 29 and the cut-out near the second opposite end 26 to be a recess of claim 29. (Page 2 of the Office Action.) However, the cut-out of Bolsworth is not configured to receive the upper portion 12 of Bolsworth, and the upper portion 12 is not insertable into another recess. Because Bolsworth does not teach or suggest a seat part comprising a first recess and a

second recess that are each configured to selectively receive a protrusion from the vehicle floor, claim 29 is allowable over Bolsworth.

Independent claim 35 (as amended) recites, among other things, a vehicle comprising: an interior at least partially defined by a vehicle floor, wherein the vehicle floor includes a protrusion; and a seat assembly, selectively coupled to the vehicle floor. The seat assembly comprises: a backrest; a seat part configured to pivot with respect to the backrest at one end between a use position and a not-in-use position, wherein the backrest is further configured to rotate in a forward direction, toward the seat part, into a not-in-use position; a transmission link coupled to the seat part and backrest; and a hinge mechanism coupled to the seat part and transmission link, and configured to enable the seat part to at least partially pivot about the hinge mechanism. The hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism. The seat part defines a first recess and a second recess into which the protrusion of the vehicle floor is configured to be selectively inserted.

Bolsworth does not teach or suggest the combination of features of claim 35. For example, Bolsworth does not teach or suggest a seat part defining a first recess and a second recess into which the protrusion of the vehicle floor is configured to be selectively inserted. The upper portion 12 of Bolsworth (which the PTO considers to be the protrusion of claim 35) is not inserted into the cut-out of Bolsworth (which the PTO considers to be a recess of claim 35), and the upper portion 12 is not inserted into another recess. Because Bolsworth does not teach or suggest a seat part defining a first recess and a second recess into which the protrusion of the vehicle floor is configured to be selectively inserted, claim 35 is allowable over Bolsworth.

Claims 30-34 and 36-40 depend from and contain all the features of claim 29 or 35, and are allowable for the same reasons as claim 29 or 35, without regard to the further patentable features contained therein.

For at least these reasons, favorable reconsideration of the rejection is respectfully requested.

Rejection based on Bolsworth and Burchi

Claims 15-18 and 20-28 are rejected under 35 U.S.C. 103(a) as allegedly being unpatentable over Bolsworth and U.S. Patent No. 5,542,747 (“Burchi”). For at least the following reasons, this rejection is traversed.

Claim 15 (as amended) recites, among other things, a vehicle seat for a motor vehicle, comprising: an upholstery part made of a hard foam part and a soft foam pad, wherein the upholstery part is designed as a seat part, wherein the hard foam part defines a first surface partially shaped congruently to a vehicle floor, wherein the seat part is configured to be switchable between a use position with the first surface of the hard foam part being configured to positively engage with a contour of an upper surface of the vehicle floor when in the use position, and a not-in-use position; and a hinge mechanism configured to release the seat part from the vehicle floor and shift the seat part into the not-in-use position.

Bolsworth does not teach or suggest the combination of features of claim 15. For example, Bolsworth does not teach or suggest a seat part configured to be switchable between a use position with the first surface of the hard foam part being configured to positively engage with a contour of an upper surface of the vehicle floor when in the use position, and a not-in-use position. The seat cushion 16 of Bolsworth does not and is not configured to positively engage with a contour of the upper surface of the vehicle floor 12. Burchi does not cure this deficiency because it does not relate to the configuration of the seat part being engaged with a vehicle floor. Because Bolsworth and Burchi do not teach or suggest a seat part configured to be switchable between a use position with the first surface of the hard foam part being configured to positively engage with a contour of an upper surface of the vehicle floor when in the use position, and a not-in-use position, claim 15 is allowable over Bolsworth.

Claims 16-18 and 20-28 depend from and contain all the features of claim 15, and are allowable for the same reasons as claim 15, without regard to the further patentable features contained therein.

For at least these reasons, favorable reconsideration of the rejection is respectfully requested.

Conclusion

Applicants believe that the present application is now in condition for allowance. Favorable reconsideration of the application as amended is respectfully requested.

The Examiner is invited to contact the undersigned by telephone if it is felt that a telephone interview would advance the prosecution of the present application.

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 19-0741. Should no proper payment be enclosed herewith, as by the credit card payment instructions in EFS-Web being incorrect or absent, resulting in a rejected or incorrect credit card transaction, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 19-0741. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicants hereby petition for such extension under 37 C.F.R. § 1.136 and authorize payment of any such extensions fees to Deposit Account No. 19-0741.

Respectfully submitted,

Date 10/11/2010

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